GRUMMAN plane news

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Tomcat draws high praise on first fleet deployment

NAS MIRAMAR, CALIF. — When air crews from the VF-1 "Wolfpack" and VF-2 "Bounty Hunters" flew their Grumman F-14A Tomcats in to the naval air station here on Tuesday, May 20, it marked the conclusion of a very successful first deployment for the Navy's new swing-wing, air-superiority fighter. According to all reports, it was a "socko" performance for the Tomcat, "Wolfpack", and "Bounty Hunters."

When VF-1 and VF-2 departed aboard the nuclear-powered carrier Enterprise from Alameda, California, on September 17, 1974, it was expected that the first two operational F-14 squadrons and their planes would get the most grueling and complete workout possible, short of combat itself. As things turned out, a six-month cruise was extended to eight months because of a worsening situation in Southeast Asia, and the F-14 *did* experience its first taste of combat while assisting in the evacuation of American service personnel and civilians and Vietnamese refugees from South Vietnam.

So when VF-1 and VF-2 air crews landed at Miramar they got a helluva welcome. On hand to greet them were family and friends, and when the two groups came together there were hugs and kisses, smiles and tears ... even a few welcome-home toasts.

It was much the same farther north at Alameda where the Enterprise docked after the air group had flown to Miramar. There, families and friends of air group personnel and Grumman Field Service representatives aboard the ship waited expectantly as the Enterprise maneuvered into the dock. Soon after the dockside was the scene of a long-awaited homecoming.

Enviable Record

Ordinarily, the introduction of a new fighter aircraft into operational fleet squadrons is a slow and methodical process in which unanticipated problems can severely limit the amount of flying. But the F-14A, which progressed rapidly through its fleet introductory trials, was even better in the operational environment, amassing more than 1,700 sorties with VF-1 and VF-2, in a cruise that carried the Enterprise to the South China Sea, Gulf of Tonkin, and Indian Ocean. According to the Navy, "This enviable record is the product of an advanced technology aircraft backed by realistic long-range planning, and, in the final analysis, by a lot of hard work by the aircrews and maintenance personnel within the two squadrons. VF-1 and VF-2 have comprehensively documented their 'lessons learned' throughout the cruise and the experience of the first Tomcat deployment will be of invaluable assistance to future F-14A squadrons."

The longest, sustained operation of the F-14 at sea came during the period in the Indian Ocean — a trial that helped prove to the Navy that a carrier task force with F-14 aircraft could operate thousands of miles from major shore support facilities and air bases. During these operations at sea, "Wolfpack" and "Bounty Hunter" air crews flew daily training sorties designed to sharpen skills required in combat. Gunnery, air-combat maneuvering, radar-intercept training, and escort missions were flown day and night, often under adverse weather conditions.

'Successful Picture'

But most important, the F-14 proved it was not only an outstanding individual performer, it conclusively demonstrated that it could blend in well with other elements of the task force air-and-surface team. During numerous air-intercept training missions, for example, Tomcat air crews used the unique multiple tracking and long-range detection capabilities of the AWG-9 radar and associated weapons aboard the F-14 in a successful link-up with air controllers aboard Grumman E-2Bs, who employed a tactical data system aboard the air-

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Salute by Air Force. Grumman Aerospace President George Skurla is presented 'man-of-the-year' plaque from former honoree Representative Lester Wolff (L) and Frank Battersby (R), executive council chairman of Hap Arnold AFA chapter.

Name Skurla 'man-of-year'

With more than 300 persons gathered at Westbury Manor on Friday evening, May 16, to witness the presentation to President George Skurla of a 'man-of-the-year' award by the Hap Arnold Chapter of the Air Force Association, Skurla used the occasion to talk about the state of the aerospace industry on Long Island, its importance to the local economy, and added some suggestions on what must be done if the L.I. economy is to continue to benefit from a healthy aerospace business climate.

Skurla was singled out for the 'man-of-the-year' honor by the AFA chapter for his continuing efforts in furthering the progress of aerospace. The Grumman Aerospace President in recent years led the company checkout and launch team of 1,600 men and women, as director of Operations at Kennedy Space Center, during the preparation of the Lunar Module for its moon missions, including the historic first landing on the moon by the Apollo 11 "Eagle" crew in July 1969; returned to Bethpage in 1970 as Vice President-Product Engineering; and headed Calverton Operations for final assembly, flight test, and delivery of A-6, EA-6B, and F-14 aircraft during the big 'comeback year' for Grumman in 1973. He was elected President in May 1974.

In accepting the award, Skurla cited former and present corporate officers for providing him the challenging opportunities which resulted in his being in the "right place at the right time;" his staff of close associates "who have shared my enthusiasm and philosophies on *how to get a job done*;" and, most importantly, he said, "I know I would not be here tonight had I not been blessed with having a wonderful woman at my side, my bride of 25 years, Marie, whose sustaining support has never failed me, and who has unselfishly let me do my thing for my company and my country."

Although some people might wonder why an individual from what is thought to be an "all-Navy" house is saluted by an Air Force Association chapter, said Skurla, he pointed out that Grumman has had an "off-again, on-again romance with the Air Force for some 46 years." He pointed to the newly-founded Grumman Aircraft Engineering Corporation's first proposal, in 1930, to the Army Air Corps for a

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'I'm a believer'

(The following article was prepared from a talk given by Stephen S. Gardner, Deputy Secretary of the Treasury, to a group of industrial editors in Washington, D.C., a few months ago.)

The United States is going to have to borrow dollars this year in very, very large numbers — more than the country has borrowed from the marketplace than at any other time in history. The deficit that finally emerges from the Congress may be higher than the largest deficits incurred in World War II when we had to finance $46-47 billion of deficits in the last years of the War. Then, all of the energies of the country were centered on one particular critical venture. Today, in peacetime, with our government having assumed so many of the humanitarian and social responsibilities of our society, we are spending routinely 3-½ times the amount we spent in a total war effort in the days of 1944 and 1945.

Thus we are going to have a big deficit this year — bigger than many think is appropriate to stimulate the economy and one that risks restarting the critical inflationary spiral.

Many authorities believe that the economy will turn around in the latter part of this year ... and I agree with them. We see increasing evidence, fortunately, that this has a high probability of happening. But if government over-stimulates and we incur inflation, the structure of our economy can be very seriously affected. Further, if we don't control as best we can the amount of borrowing in the regular capital markets, we will also risk our chances for a recovery in private business.

Here is where the Savings Bond campaign takes on its most important role. The sale of Savings Bonds helps lessen the Treasury's need to borrow from the capital markets that furnish equity and debt funds to industry. Also, Savings Bonds are important because they provide a way for all of us to participate with very small sums of money in easing the burdens on the capital markets. There is no other system as widely available where you can save as little as a few dollars a payday by automatic deduction from your paycheck. Because of the large number of people and companies participating, we in Treasury can collect large sums of money in the aggregate and hardly interrupt other spending and savings plans in the economy.

Other major contributions

Another of the Savings Bond program's major contributions to Treasury financing is the maturities of the Bonds themselves. The average maturity of all government debt is a little under three years, and Savings Bonds have a normal life of five to six years. The bulk of this country's debt is represented by government borrowings of a short-term nature. The $63 billion of Savings Bonds, with an average maturity of five or six years, help importantly in preventing our government debt from being too short and too volatile.

Before I came to the Treasury, as a banker I competed, in a sense, with Savings Bonds — although I did buy a Bond a month. Our bank had a good savings program — better, I thought, than Savings Bonds. But working in the Treasury I went through a detailed analysis of the advantages that exist in the Savings Bond program for the wage-earner, and I have concluded that Savings Bonds are very competitive — in fact, I am a new believer. Some of these advantages are contained in the tax deferral. The holder of Savings Bonds need not report and pay taxes on his interest until the maturity of the Bond. This is unlike the treatment of other kinds of savings income. The Savings Bond holder automatically shares in any increase in the interest rate that the government pays on Savings Bonds. And most importantly, again, small amounts can be taken out of your salary and almost never missed.

There has been a lot of talk about the country's recession and the fact that we should be encouraging spending instead of saving. I will try to treat that issue. First, any economic system must put aside and accumulate capital if it intends to finance the machinery and plant necessary for production. In the last five or six years, the French, the Japanese and the Germans, as examples, have all invested a much larger percentage of their Gross National Product in capital formation than we have in America. The comparisons are dramatic — U.S. investment equalled about 14% of our Gross National Product in 1974. In the other countries I mentioned, the figure was 25%.

We are going to be short of capital in this world because of the

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Tomcat draws high praise

(Continued from page 1)

borne-early-warning and intercept-control plane to direct the combat scenario. At other times, intercepts were directed by air controllers aboard the carrier with the use of a tactical data system aboard the Enterprise.

Besides this invaluable experience of working with other air and surface units in the fleet, the Tomcat squadrons learned a lot more about their plane's flying characteristics during more than 2,900 flight hours and 1,600 arrested landings ... over 460 of them at night.

How does Cdr. Jimmie Taylor, third and present commanding officer of VF-2, view the operation: "The experience and proficiency gained by Tomcat crews in operations aboard the Enterprise was the final stroke to complete the successful picture of introducing the F-14 to the fleet. We have fully proven the F-14 in the most demanding of all aviation environments — carrier aviation."

And Cdr. Denny Strole, also the third and present skipper of VF-1, had this to say: "For the first time, the Navy has a fighter that matches the potential and versatility of the nuclear carrier, the 'threat,' and the Navy fighter crews. Simply put, what we have found is that the F-14 has proven itself highly capable of performing all of its missions within the unique context of the carrier task force."

The Grumman F-14, though, was only one of *six* Grumman planes aboard the "Big E." Also operational during the eight-month deployment were the EA-6B Prowler, E-2B Hawkeye, KA-6D (tanker), A-6A Intruder, and C-1A Trader (cargo). Working with the Navy to provide technical support where necessary were these Field Service reps: Ed Stepnoski (team leader), Ron Davies, Ernie Barlow, Lew Woodcheke, Dan Pollog, Lou Marrero, Charlie Askins, Joe McArdle, Gayle Quebedeau, Walt Jakiela, John Griffing, Rich Sperling, Chuck Walters, Bob Decker, and John Holthausen. Also making short-duration stays aboard the carrier for special assignments were Larry O'Brien, Frank Felter, Jim McElroy, Ray Hanlon, and Stan Collins.

But like other "socko" performances, the outstanding reviews can't quite describe the sweat, worry, and hard work that went in to preparing for such a critical test of man and machine. Think back a couple of years. ... and think about the thousands of people from Grumman and the Navy, and the many more from associate contractors who worked long and hard, contributing their many talents and energies to make the F-14 the world's outstanding air-superiority fighter. Success didn't come easy.

Good times

A couple of weeks ago, Jean Esquerre and Bill Voorhest, co-directors of Opportunity Development Department, welcomed approximately 180 guests — including plant coordinators and Board Chairman Joe Gavin and President George Skurla — to business meeting which included a buffet at the Holiday Manor. It was a chance for all those people who actively assist the company's Affirmative Action and Equal Opportunity programs throughout the year to get-together and exchange ideas.

At the gathering, Vice President Bill Zarkowsky received a plaque for his contributions on the Equal Opportunity Board along with Tom Lahey of his staff, before they leave for their assignments at the Milledgeville, Ga., plant. Vice President Ed Davla and Frank Vuozzo will take over their positions on the EO Board.

As for the success of the ODD gathering ... when Grumman people get together, there's always a good time.

Medical checkups can be lifesavers

Two cancer-prevention films will be shown at various plant cafeterias in the next few weeks. The films, supplied by the American Cancer Society to the Grumman Medical Department, run about 12 minutes and illustrate how health checkups can save lives.

"On With Your Life" stars Peter Graves of *Mission Impossible* and shows how health checkups are a routine part of the actor's life. "On The Line" tells the story of a worker who resists having a health checkup and shows how he changes his attitude with the help of Jack Pardee, former all-pro linebacker with the Redskins.

The film schedule for the lunch-time showings:

Plants 1 & 2—June 2-3; Plants 5 & 30—June 4-5; Plant 35—June 9-10; Plant 36—June 12-13; Plant 27—June 16-17; Plant 43—June 19-20; Plant 6—June 23-24; Plants 12 & 28—June 26-27. There will be showings for night personnel as well.

calendar

Notice of events for period June 13 to June 27 should reach Plane News by June 4.

GACE Flying Club: Fri., June 13, 5 p.m., Pl. 28; FAA film & Aviation Week information; guests welcome. Betty Schledorn, Ext. 7372.

Grumman Toastmasters Club: Wed., June 11, 5 p.m., Pl. 25 conference room 1C; regular meeting; guests welcome. Frank Locascio, Ext. 3683.

Instrument Society of America: Fri., June 6, 8 p.m., Brentwood Country Club; annual dinner dance; installation of officers; guests welcome. Rich Romaneck, Ext. 2275.

Old Friends Club: Mon., June 2, 7 p.m., Camelot Pub, Pickwick Mtr. Inn, exit 48 L.I.E., Plainview; monthly dinner meeting; guests welcome. Jerry D'Agostino, Ext. 9145.

Ski Club: Sat., June 7, 12 noon, North Sea, Hampton Bays; bike rally; guests welcome. Betty Stinson, Ext. 2377/Art Garmendia, Ext. 9781.

Towl views '74: 'Solid year of improvement'

"A solid year of improvement," was the keynote of Grumman Corporation Chairman Clint Towl's report May 15 at the annual Shareholders' Meeting. Over 600 shareholders filled most of the interior of Plant 4's Hangar 3 to listen as Towl and each of the Corporation's subsidiary heads gave a report on their operations in 1974. Unfortunately, Grumman President and Chief Executive Officer Jack Bierwirth was prevented from attending due to his recent heart by-pass operation, but he sent a message to those present. Bierwirth's recovery to date has been "excellent," said Towl, and added that he anticipated "handing back the reins" of the company to Bierwirth in the near future.

Ringed with displays and other evidence of the company's expanding operations, the Shareholders Meeting provided a detailed review of Grumman business over the last year. Towl had some predictions for the future as well:

"We anticipate a stronger financial performance throughout the remainder of the year as our F-14 program begins to produce its first profits, as we deliver more of our Gulfstream II aircraft, and as we pursue several new areas of business among our subsidiaries. Existing orders through most of our basic product lines are firm and substantial and the potential for expanding business in some areas is encouraging."

As for 1974, Towl cited a consolidated sales figure that was the second highest in the corporation's history. Of greater significance, he said, was an 18 percent increase in operating net income over the previous year. Total net income for 1974 of $33 million represented a company record, Towl added, though this included $12.9 million in extraordinary and special items.

The year's performance, he said, enabled Grumman to extend its dividend record to 45 consecutive years with payments totaling $0.45 per share in '74. Payments for the first two quarters of the present year (1975) total $0.30 per share, he said.

"But the major event of 1974," said Towl, "was the re-establishment of our line of credit with commercial banks which was announced in October." The advanced payment agreement with the U.S. Navy was consequently terminated and "we now have all the credit we think we will need."

Hits 'slush' funds

On another note, Towl took a moment to comment on what he described as political "slush funds." Since a prominent aerospace firm has been mentioned in the press in this connection, Towl said that "I thought it was pertinent to let you know that Grumman does not now have, has never had, and will never have such a fund to disguise political or any other type of contributions."

In earlier business during the meeting, proxies representing 79.8 percent of the corporation's outstanding shares were voted in favor of election of seven company directors and a number of other propositions relating to the stock-option plan.

Albert P. Loening, long-time Grumman director who died last September, was lauded by Towl as "one of our founders, a pioneer in our business ... and a fine gentleman." John L. Collyer, former chairman and president of the B.F. Goodrich Co., retired as a member of the Board last year, Towl reported, as director emeritus. Two Grumman directors, Harry S. Howard, president and a director of the American Can Company, and David L. Grumman, president of Enercon, Ltd., resigned in order to avoid possible conflicts of interest. On April 8, Towl reported, Grumman announced the election of Ellis L. Phillips Jr. as a director. A former Grumman director, Phillips is presently president of Ithaca College. "We welcome him back to the Board," said Towl.

Before introducing the subsidiary heads of Grumman Corporation, Towl introduced Administrative Vice President John Carr who read a message from Grumman Corporation President Jack Bierwirth. Calling 1974 "a truly great year" for the company, Bierwirth also lauded Towl for his services to Grumman in the past and especially during the last few critical years.

Built on 'comeback' year

Grumman Aerospace Chairman Joe Gavin called the past year a confirmation of the "comeback year" of 1973. Backing up his assessment, Gavin pointed to a number of GAC's product lines that have proved themselves in service over the last year. "Successful operation in service is the only real measure of the success of our design and production efforts." Particularly notable, he said, were the F-14, deployed for the first time aboard the nuclear carrier USS Enterprise, the E-2C, with a first deployment aboard the USS Saratoga that "set new standards of serviceability and capability," and, upcoming, the combined operation of the E-2C and F-14 aboard the USS J.F. Kennedy next month. Gavin also pointed to the unique capabilities of the A-6E, the most modern version of the A-6 attack family, and the EA-6B which has completed "a very successful deployment to the Mediterranean area."

Great River is "now operating at full capacity providing Grumman Aerospace with the most modern, efficient fabrication of electrical harnesses, electronic ground support equipment, training devices and simulators."

In Milledgeville, Georgia, where Grumman recently opened its second plastic and composite fabrication plant, the first parts have just begun to come off the line. "A gradual buildup will occur (in plant capacity) over the remainder of this year."

The Grumman Houston subsidiary, he said, "has expanded its capability in electrical fabrication to support our aircraft requirements." That facility has also taken the first steps in construction, under subcontract, of equipment for the oil exploration industry. The Energy System Group has embarked on a number of carefully selected demonstration projects in solar- as well as wind-energy systems.

Pointing to the future, Gavin cited a number of encouraging events, such as the first F-14 delivery to Iran next year and the delivery this month of "the first profitable F-14—No. 135."

Gavin also touched upon the A-6E TRAM prototype (now being tested), the NASA Shuttle Wing (the first shipped earlier this month), the Gulfstream II Shuttle Trainer Aircraft, and the EF-111 contract, a tribute to Grumman's leadership, he said, "in the complex technology of electronic warfare—a position we aim to maintain."

On vertical take-off and landing (VTOL) fighters, Gavin said, "Our progress during the past year has been such that I believe the odds on Grumman becoming a leader in this

area have been improved significantly."

As for the often-discussed Light Weight Fighter (LWF), Gavin pointed out that expected cost savings for the nation with a less capable line of new fighters are largely illusory since "the huge initial R&D investments required for the new LWF's overshadow the potentially lower unit costs. ... He stated that delivery of an additional 400 F-14's to the present planned buy could be made faster and more cheaply than a like order of the "inherently inferior" LWF's. "Air superiority," he said, "is something you either have or you don't have. There is no prize for second best."

Summing up, Gavin said: "We, and I speak for a team of dedicated professionals, look ahead in 1975 to continued progress in a tough, competitive environment; we've come a long way from where we were a year ago."

Marketing new product

Following Gavin's presentation the heads of the other Grumman subsidiaries gave their reports. Grumman Allied, represented by Chairman of the Board Wally Spielman, reported some profit erosion as sharply higher prices for materials plus the deepening recession at year's end resulted in scaled-down production in canoes, yachts, and truck bodies. Nonetheless, Spielman reported, fourth-quarter truck-body sales in 1974 exceeded those of the last quarter of 1973. Grumman Boats and Pearson Yachts achieved record sales during the year. And the Grumman bus continued to gain market acceptance during the year.

Spielman also pointed to the promising development of Grumman/Dormavac, a unique hypobaric storage and transportation system for fresh foods and other perishables. The delivery of several prototype units is scheduled for 1975.

Buildup of service center

Grumman American Aviation President Corky Meyer reported an unusual cost escalation and reduced volume following the energy crisis. Fifteen Gulfstream II's were delivered last year, down four from the year before. However, the company plans to produce and deliver 20 G II's this year. Service activities continued to increase and the service center in Savannah was doubled in size as a result. There were 185 deliveries of the Ag-Cat, up slightly from the year before. The company's "light aircraft experienced a nine percent decline in deliveries from 1973."

A new, economical, 180 horsepower model, named the Tiger, was introduced last year with the first nine planes delivered in December 1974. Last year also saw the first steps toward consolidation of all Grumman American Aviation programs at the Savannah site—a move that Meyer said should result in greater operational efficiency.

Broaden commercial sales

Grumman Data Systems President Bob Nafis reported that in 1974 revenue for GDS was up again for the fourth consecutive year, but net income was down slightly from the year before due to greater unit and start-up costs. Most significantly, GDS now gets 31 percent of its sales from orders outside Grumman. Early in the year, Data Systems consolidated its Data Products and Instrument Products development programs in the new 35,000 square-foot Products Center in Woodbury.

Grumman Ecosystems Corporation President Bill Schwendler Jr. gave a progress report on the company's $8.8 million sewage-processing facility half-way to completion in West Palm Beach, Fla. In addition, five packaged sewage-treatment plants on Long Island were completed during the year and work began on upgrading the municipal incinerator in Huntington, N.Y., and in Pawtucket, R.I. Less well-known are the increasing number of navigability studies—now five in all—undertaken by Ecosystems for the United States Corps of Engineers in the Savannah, Mobile, Alaska, Kansas City, and St. Louis areas. Summing up, Schwendler said that although the year's profit picture was disappointing he foresaw "the ultimate success of our efforts," reflected in an annual doubling in sales volume.

Expand marketing efforts

Grumman International's Chairman Bob Townsend reported increased foreign interest in a number of Grumman products, particularly the F-14 and the E-2C. The E-2C's recent high marks for its initial deployment aboard the Saratoga has more than justified the considerable overseas marketing effort for the aircraft, he added. Contracts have been established with countries in Latin America and the Far East regarding sales, overhaul and spare parts programs for the HU-16 Albatross aircraft. Four HU-16s were delivered to the Mexican government and two Peruvian Albatrosses are now being overhauled at Stuart, Fla.

Products on display

Even before the meeting started Grumman shareholders got a taste of the company's operations through an array of exhibits, models, photographs, and graphs.

On the taxi strip in front of the hangar were many of the products of the various Grumman subsidiaries. The F-14 Tomcat, flown in from Calverton, stood in startling contrast to a nearby F-4F Wildcat, restored by retirees recently and awaiting delivery to the Smithsonian Institution this summer. The E-2C was also in attendance as was the twin-jet Gulfstream II. From Grumman Allied were a small bus, delivery truck, and ambulance, representing a growing part of that company's business. A Grumman Sportcanoe stood next to a much larger Pearson yacht, which was high and dry on a special platform erected for the occasion.

Some striking displays were on view in the hangar. Color photos of world capitals were juxtaposed in the Grumman International exhibit with a report of current business and a description of new GII offices being opened around the world. A see-through model carrier, a legacy of the F-14 program's beginnings, gave shareholders an unusual view of how naval aircraft are hangared when deployed aboard the great ships. The Soviet threat was graphically presented in series of silhouettes of fighter craft of increasing power and capability.

All in all, it was an impressive display of a company becoming more and more involved worldwide, using technology to broaden its business base and to assure its future.

Name 10 high school seniors as Grumman scholars

May 1 is a day of reckoning for all college-bound high school seniors. It is the deadline date for choosing which college they will attend in the fall. Many facts affect the college-bound student's decision ... the most crucial one being if he or she will be able to afford the sky-rocketing cost of a college education.

But on April 21, just before the decision-making deadline, that problem was lifted off the shoulders of 10 Long Island high school seniors. They all received a telephone call informing them that they are 1975 Grumman Engineering Scholarship winners.

For the past 31 years, Grumman has been offering these scholarship awards to"to encourage talented and ambitious graduates of Long Island schools to study engineering." The student may choose to specialize in either aeronautical, mechanical, civil, or electrical engineering, provided his or her primary interest is a long-term career in engineering or supporting fields in the aerospace effort.

The winners receive four years at an accredited engineering college of his or her choice, with the company paying the tuition and laboratory fees. They are also provided summer jobs with the company, and employment with Grumman after college, provided a suitable position is available at that time.

With the exception of a three-year period from 1955-57 when 13 were awarded, 10 engineering scholarships are awarded annually. That brings the total to 330 grants that have been made since the program's inception in 1944. For the first time in the scholarship program's history, three winners are seniors at one high school. Grumman dependents Andrew Mendelson and Jay Kretzing, and David Mallenbaum all attend John F. Kennedy High School in Plainview.

For a few of the winners, the Grumman four-year scholarship means enrolling in a college of their choice that otherwise would have been out of their financial reach. To others, it means "not having to work during college semesters to help defray the steep tuition costs." And to one scholar, "It meant going to a school I've always wanted to attend since I was seven ... and without the scholarship I couldn't have gone."

Each year, three of the grants are designated for dependents of Grumman employees; those awards are determined entirely on the basis of their standings in the College Entrance Examination Board (CEEB) tests taken in March. The other seven winners and the three alternates are selected on the basis of their CEEB tests, academic, and personal backgrounds, and achievements.

While six winners in the open competition received word at home, four Grummanites—one Grumman dependent won in the open category—were given calls at work informing them that their children had won the 1975 Grumman Engineering Scholarships.

There were no mixed emotions—all three fathers and one mother were happy and proud of their children. "It couldn't have been awarded to a better young man," said Jay Mendelson about his son, Andrew. "It is certainly fantastic that he won ... but even more important is that he will be able to say 'I won it on my own.' " Andrew's father has been at Grumman over 13 years as a mathematician in the Research Department.

"It is natural to have a high regard for your children," said John Kretzing. "But it certainly is a proud moment for my wife and myself to realize that our son Jay is even smarter than we ever imagined." John has been a Grummanite for almost 14 years and is presently heading the Electronic Counter-Measures group.

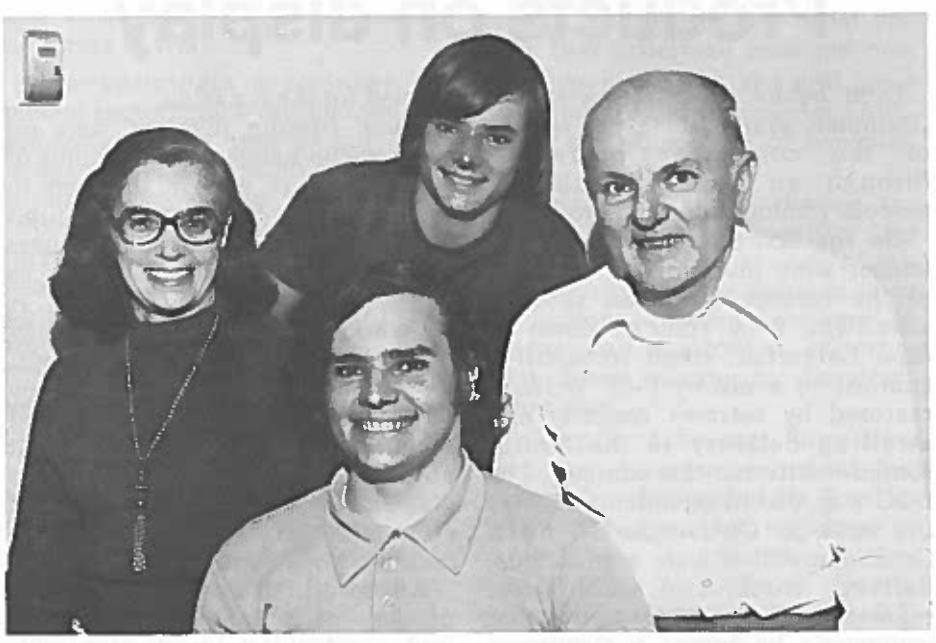
Grumman dependent. Alan Houghton, son of Dick Houghton, is presently in Kenya, Africa on a student exchange program.

"I know that it sounds a bit biased," says Dick Houghton, "but Grumman has made a very good choice ... Alan is a well-rounded student." And in his father's eyes, "Alan has tremendous potential for himself and the company." Dick has been at Grumman for over 32 years and is Operations Analysis manager on Space Programs, Plant 5.

"Ele has always been a hard-working ambitious student," says Eleanor Hagen. "It's terrific that she can reap the fruits of her labor." At Grumman for almost one year, Ele's mother is a GAC computer programmer in Software Development. Young Hagen won in the open competition (in order to be placed in the Grumman dependent competition, a participant's parent must be working for the company more than two years.)

JAY R. KRETZING will be graduating in June from John F. Kennedy High School in Plainview. This Grumman scholar has built a wide variety of model boats and planes, many of which are his own design, including a U-Control gas-powered plane. He belongs to the Civil Air Patrol at Zahn's Airport, where once a month he flies in a Cessna 172 Skyhawk. Young Kretzing is a member of the Mathletes team, in the school band, and enjoys tennis, football, and surfing. He is presently taking advanced physics, and according to his professor, "his approach to problem work displays excellent insight and his solutions ... good logical analysis." This JFK senior will attend Rensselaer Polytechnic Institute this fall to study either engineering physics or aeronautics.

ALAN HOUGHTON graduated from Phillips Exeter Academy in New Hampshire last December and is presently in Kenya, Africa, on a 15-week student exchange program. Young Houghton's professors find him "extremely analytical and environmentally-oriented." During his high school career, Alan participated in soccer, crew, and volleyball; he also tutored fellow students in math and science. In his spare time, he enjoys playing the guitar, hiking, camping, bicycling, watercolor and ink sketching. This fall he will attend Brown University to study engineering. According to this Grumman dependent, "engineering incorporates math and science in a wide expanse of applicable form ...



At Kretzing home. Grumman scholar Jay is flanked by his mother Roslyn and father John, and younger brother Bruce. Older brother Wayne, who is a junior at N.Y.I.T. in Old Westbury, was attending classes.

Family affair. Members of the Mendelson family gather around for family photo: (L to R) Matthew, Jay, Eric, Daniel, Grumman scholar Andrew, Marlene, and Jennifer.

Photos by Marie Trimborn

build yourself a better future

with U.S. Savings Bonds

For many of us, the hard-earned dollars in our savings accounts are too painfully accumulated and too easily spent. And putting money in the stock market can bring either a heart-warming profit or, more likely, a bad case of heartburn.

Bill and Harriet M. are saving for their daughter's education. Since the time she was a toddler, 14-year old Susan has wanted to be a nurse, and her parents have been putting aside enough to help pay for that dream.

Bill has invested in some stocks a friend recommended (that friendship has been a little strained of late) and both he and his wife have built up a substantial savings account over the year, but most of their savings are in U. S. Savings Bonds. Bill first started investing in Bonds almost 20 years ago with a payroll deduction of a couple of dollars a week. Every few years, as Bill's pay went up, he increased his withholding, until now he puts aside $12.50 a week. In a few years, when Susan is ready for college, she'll have a good part of her education paid for — thanks to her parents' Savings Bonds, now well into five figures.

John and Helen J. build theirs by saving a little bit each week so they can buy a house of their own. Both John and Helen work, and for the last year they have each put aside $12.50 from their weekly paychecks, under the U. S. Savings Bond Payroll Savings Plan. The $12.50 is a fairly good chunk on a weekly basis, and both John and Helen feel that saving this much would be almost impossible if they had to make the deductions themselves every paycheck.

As a result of their regular savings, though, John and Helen will have accumulated $8,700 in another four years — enough for a down payment on that house they've wanted.

What every investor needs in these uncertain times is a sure fire way of saving that is painless, provides an adequate return, is safe as Fort Knox, and provides something of a tax shelter.

Sound impossible? Well, the U. S. Treasury has been offering this kind of investment opportunity for years. It's called the U. S. Savings Bond. And if you didn't think of Savings Bonds right off, it may be because you're still seeing them in terms of Fourth of July speeches, not as part of a hardheaded investment program.

It is true that with Bonds you are helping your country and the millions of Americans who benefit from better schools, new roads, hospitals, mass transit. But you're also helping yourself.

Savings bonds now offer a six-percent interest rate (when held to maturity), better than anything you can find in a pass-book savings account.

Savings Bonds provide the easiest, most painless way of saving — through the automatic payroll savings plan. Since you never see the money, you never miss it — or spend it.

Savings Bonds are the most secure investment you can make — anywhere. Bonds are backed by the full faith and credit of the U. S. Government. They can be redeemed any time after the first two months at no loss to the purchaser (unlike most other government and commercial bonds) and they will be quickly replaced if lost, stolen, or destroyed, by the U. S. Treasury.

In the next few days your supervisor or a Savings Bond campaign representative will get in touch with you (if he or she hasn't already) to outline the program and give you the payroll deduction/change authorization card.

Monday was a good day for George M. In the morning he shot one of his best rounds of golf ever, treating his astonished partners to a round at the clubhouse afterwards. Then, later in the afternoon, he caught two of the biggest, sassiest perch he'd ever seen in the stream out behind his home. He and his wife had them for dinner that evening.

George is retired, and the last few years have been some of the happiest of his life. Although he's not making the same income he was when he was working, George and his wife have sufficient funds to live on. This is not only because of a good company pension plan but also because George has been prudent, salting away a little bit of his paycheck each week.

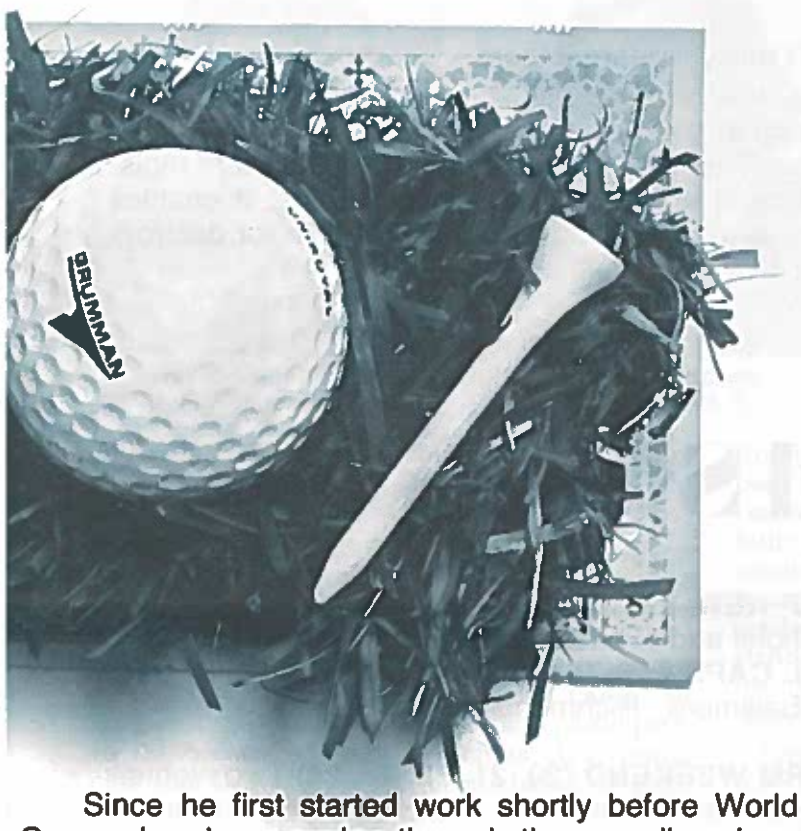
In filling out the card, there

1. The Bond can be registered in your own name, your own name and another's (your spouse, for example), or your own name plus one beneficiary.

2. A married woman should be listed in her own name (Mrs. Mary L. Jones not Mrs. John A. Jones).

Laura Z. has been a part of the Savings Bond program for five years now. Soon after she got her first job, she signed up for a $3.75 weekly withholding, more out of a sense of duty than anything else.

But when she and Tim got married last month she found that her "sense of duty" had paid off. She and her new husband were so short of funds that they thought they'd have to scrap their plans for taking a week's honeymoon in Bermuda and go to the Catskills instead. The situation was saved, however, when Laura started doing a little mental arithmetic and discovered that she had accumulated almost $1,000 through the Savings Bond program.



Since he first started work shortly before World War II, George has been saving through the payroll savings plan. In fact he just redeemed one of the bonds he purchased back in 1941, the first year the Series E Bond was issued. The $25 bond that George purchased for $18.75 netted him $62.77 when he cashed it in last month.

And none of that money he was earning over the years cost him a cent in taxes. Only when he finally redeemed his Bond did he pay the Federal tax (at a much more favorable tax rate than when he was working) and as for state tax George won't even have to think about that. As an obligation of the U. S. Government, U. S. Savings Bond are immune from all state and local taxes.

There are as many Savings Bond stories as there are Bond holders. Over 40 million Americans across the country now hold Bonds — over $63 billion worth, at last count.

If you don't presently subscribe to the Savings Bond program, you may want to do yourself — and your future — a favor by signing up today.

If you already subscribe, you may have decided that this is the time to increase your withholding. The return on your Bonds has never been better than it is today.

At Grumman three Savings Bond denominations are available: $25, $50 and $100 (face value). Bonds are issued at 75 percent of face value and reach full face value at their five-year maturity.

You can pay for Bonds through withholding from your paycheck any amount 25c or over (or at least $1 for those persons on a biweekly and monthly payrolls). When the total amount withheld (usually some exact fraction of the Bond's issue price) reaches the full amount of the issue price of the Bond you have chosen, a Bond will be issued to you at home.

re four points to bear in mind:

3. If possible, the co-owner or beneficiary's social security number should be included.

4. Remember to designate denominations of bonds desired, the amount to be withheld each week (not biweekly), and your identity number, social security number and company.

Some good excuses not to buy bonds.

I don't have the money.

This is a very good excuse. Unfortunately, it's really only a good excuse for not buying great quantities of bonds. The Savings Bond minimum deduction of 25c per weekly paycheck will break nobody's budget and provides a good start for regular savings of larger amounts when conditions permit.

It's too much trouble.

This is probably the worst excuse of all. It takes only a couple of minutes to fill out the payroll savings card. From then on the Bonds will be mailed regularly to your home. Redeeming your bonds is a simple and relatively quick procedure, though it is true that cashing in Savings Bonds requires more time and energy than writing a check. But that is why Bonds are such a good means of saving: they don't lend themselves to those routine, piddling withdrawals that can deplete most savings accounts.

Bonds don't give me the return I need.

Present interest rate for U. S. Savings Bonds is six-percent when held to maturity. This is better than a passbook account in a savings bank, better than the dividend rate for many common stocks, and even compares favorably with present interest rates on some kinds of commercial paper and similar investments. And Savings Bonds remain the most secure investment you can make.

I'm afraid I really will forget them.

It's always wise to keep valuables in a safe place. But if you should happen to lose any of your Bonds they can be quickly replaced. The U. S. Treasury maintains complete registry, on microfilm, of all owners of Savings Bonds. It enables quick replacement of any Bond that is lost, stolen, or destroyed.

Grumman Savings Bond Sweepstakes

From the Far West to the New England coast, Grumman's 1975 Savings Bond Sweepstakes winners will get a first-hand look at their Savings Bond investment ... the United States of America. Although the merits of Savings Bonds are attractive enough in themselves, the company is offering a total of 24 additional prizes to encourage company-wide participation in the payroll savings program.

Those who prefer to stay-at-home will have the option of choosing, instead of a trip, from a selection of top-of-the-line appliances. All tours are for two people, and tours and appliances, according to their listing, are of approximate equal value. Full particulars on all prizes will be available to the winners of the drawing, scheduled for Wednesday, June 25, before they make their selection. (The prize number(s) are listed in tour and appliance descriptions.)

COLORADO DUDE RANCH (1) Round-trip jet to Denver, accommodations at Winding River Ranch near spectacular Rocky Mountain National Park. Includes all meals, horseback expeditions, fishing, swimming, working ranch activities.

CALIFORNIA MOTOR TRIP (2) Round-trip jet to the coast, six nights at Sheraton Hotels, use of car—unlimited mileage.

NEW ORLEANS (3) Round-trip by jet, honeymoon room at the Royal Sonesta Hotel (five days, four nights), city tour or harbor cruise.

FLORIDA BY RAIL (4 & 5) Round-trip by Amtrak coach train, motel accommodations for 10 days, breakfast and dinner included. Tours, other extras.

NEW ENGLAND BICENTENNIAL TOUR (6, 7, 8) Motorcoach transportation for seven days, guide fees, eight meals, all hotel accommodations.

GRAND OLE OPRY TOUR (9 & 10) Jet flight to Nashville, three days—two nights, motel, transfers, tour, and reserved seats at Grand Ole Opry.

HEART OF NEW ENGLAND TOUR (11, 12, 13, 14) By bus, five days, hotel and extras.

COLONIAL CAPITALS TOUR (15, 16, 17, 18, 19) By bus to Annapolis, Baltimore, Richmond, four days, three nights, hotel.

HOST FARM WEEKEND (20, 21, 22, 23, 24) Two nights, three days at Host Farm, Lancaster, Pa.; breakfast and dinner, entertainment and sports.

REFRIGERATOR-FREEZER (1) G.E. 22 cu. ft. side-by-side, with ice maker and crusher on door.

COLOR TELEVISION (2) RCA 25-in. console, XL-100.

DOUBLE-OVEN RANGE (3) Gas or electric, eye-level.

WASHER-DRYER COMBO (4, 5) G.E. deluxe.

STEREO SYSTEMS (6, 7, 8) Pioneer, with tuner, turntable, cartridge and speakers.

COLOR TELEVISION (9, 10) Sony 15-in.

WASHER (11, 12, 13, 14) G.E. automatic, or gas or electric range.

DRYER (15, 16, 17, 18, 19) G.E., or 6000 BTU air conditioner.

AIR CONDITIONER (20, 21, 22, 23, 24) 5000 BTU, or Sylvania 19-in. black & white TV.

GRUMMAN plane news

A SPECIAL SUPPLEMENT OF

MAY 1975

Eleanor Hagen
Ward Melville H. S.

Karl Danz
Smithtown H. S.

Edwin Berlin Jr.
Huntington H. S.

Linda L. Calhoun
Roosevelt H. S.

Wayne Stratford
Southampton H. S.

David Mallenbaum
J. F. Kennedy H. S.

Kenneth Aupperle
Half Hollows H. S.

Mark Brissenden
Cold Spring Harbor H. S.

Eric Brown
East Islip, H. S.

Lawrence Fox
Smithtown H. S.

and requires a certain amount of individual ingenuity which I think I would find very satisfying."

ANDREW MENDELSON is ranked eighth academically of the 540 students in the senior class at John F. Kennedy High School. A National Merit semi-finalist, this young scholar is a member of the National Honor Society and his school's math society, Mu Alpha Theta. He writes for the student newspaper and participates in the orchestra, Mathletes, chess club, bridge club, and U.N. club. In his leisure hours, he plays tennis and basketball. The oldest of five Mendelson children, Andrew plans on entering the freshman class at Princeton University this September to begin his studies in electrical engineering.

ELEANOR HAGEN is valedictorian of the senior class at Ward Melville High School in Setauket. Both her parents are members of the GACE Flying Club and young Eleanor shares the same interest in flying. She is the treasurer of her Civil Air Patrol group and is presently attaining her private pilot's license. In her spare time, she rides horseback, plays the piano, and pursues her interest in photography. This September she will attend Buffalo State University to study aerospace engineering.

KARL DANZ of Smithtown High School-West is valedictorian of his senior class. This scholar has participated in the Long Island Math Fair and the Long Island Scientific Congress. As one of his teachers wrote, "his breadth of understanding, exhibited by both his questions and his responses, indicate a mathematical maturity far beyond high school level." Young Danz has taken math courses at Stonybrook University, accumulating nine college credits already. In his free time, he plays basketball, tennis, and baseball. This fall he will attend Princeton to study electrical engineering.

EDWIN BERLIN JR. of Huntington High School will enter Massachusetts Institute of Technology this fall to study electrical engineering. Electronics has been this scholar's main hobby for the past 10 years; in the past two years, he has concentrated on computers. He has designed and built his own computer and has accummulated considerable experience in programming, data transmission, and digital circuitry. His principal wrote: "Ed has extraordinary talent in understanding technology and in using it to create new devices ... and the character and drive to apply these talents to accomplish his goals.

LINDA L. CALHOUN of Roosevelt High School will be entering the freshman class at the University of Rochester this fall to pursue her career in engineering. An active participant in school activities, this young scholar is president of the National Honor Society, editor-in-chief of the yearbook, school newspaper reporter, and secretary of the Mathletes. She is also a member of the chorus and the matching unit at Roosevelt. The college-bound senior has recently completed six college-credit courses in English as part of the Project Advance program whereby Syracuse University professors teach at Roosevelt High.

WAYNE STRATFORD is valedictorian of his the '75 class at Southampton High School. Wayne applies his knowledge of mechanical theories to restoring old cars and overhauling boats ... and for that matter, any automobile engine. On the school's honor roll throughout his high school years, he has participated in the National Science Fair at Stonybrook and has been the recipient of various mathematics awards. Athletically inclined, this scholar has been on the school's wrestling and soccer teams. Come this September, he will enroll in Clarkson College of Technology to study mechanical engineering.

This fall, DAVID MALLENBAUM will attend Yale University to study electrical engineering. Ranked fifth in a class of 540 students, this John F. Kennedy high school senior is presently working on a Westinghouse Talent Research project dealing with polygrams; he is transfering polygraphs into a more analytical form. Active in many of the school's extracurricula activities, David is editor of the school newspaper, co-captain of the track and field team, and is a member in the UN club, wrestling team, soccer teams, Mathletes, and student government.

KENNETH AUPPERLE of Half Hollow Hills High School in Huntington will pursue a career in electrical engineering at the Massachusetts Institute of Technology in the fall. He is in the top five percent of his senior class, which totals 956 students. Ken is presently working on a Westinghouse Talent Search project developing a new electronic calculator to be used as an aid in math classes, as well as to unravel legal clauses in contracts. In his spare time he is a ham radio operator, on the Mathlete team, and enjoys chess, bridge, digital logic, and Spanish and German literature (not necessarily in that order.)

Should a full scholar change his or her plans or no longer qualify for a Grumman Engineering scholarship, an "alternate" steps into the vacancy. The alternates this year are:

MARK BRISSENDEN, a senior at Cold Spring Harbor, will attend Harvard to study math and engineering. ERIC S. BROWN will be graduating from East Islip High School and plans to study computer science at Massachusetts Institute of Technology next fall. LAWRENCE K. FOX of Smithtown High School - East will enter Hofstra University to study electrical engineering.

Members of the Scholarship Committee are: Clint Towl, Chairman of the Board of Grumman Corporation; Jack Bierwirth, President of Grumman Corporation; Joe Gavin, Chairman of the Board of Grumman Aerospace; and Jean Esquerre, co-director of Opportunity Development and a Grumman Aerospace Board member.

The Scholarship Recommendation Committee consists of Larry Mead, Vice President-Technical Operations, chairman; Tom Kelly, Vice President-Space Programs; Dan Knowles, director of Personnel; and Fred Edwards, assistant to Grumman Corporation's Vice President Development - Pete Viemiester.

people

Jim Erickson, formerly production manager for Plant 36 admits his "heart has always been in the production world." It's a world he knows well — he's spent most of his working career learning the different phases of production management. Starting with Grumman as a test equipment engineer in 1958, he has held a number of production posts since then, including assistant to director of production; manufacturing manager, Army Programs; and manufacturing manager, F-14.

Erickson's latest appointment is most unusual. On May 11 he began a three- to four-year stint as Air Force manufacturing manager on the A-10 close air support aircraft. During that time he will be assigned as a civilian Air Force manager to the Aeronautical Systems Division at Wright-Patterson Air Force Base in Ohio.

Chosen out of a number of candidates submitted by Grumman and other aerospace firms, Erickson sees nothing incongruous in his role changing from a manager who's worked on customer contracts most of his life to becoming an employee of a Grumman customer, the Air Force. "I'm looking forward to my Air Force assignment," he says, "because it's a rare chance to put myself in the customer's shoes."

The A-10, designed for close fire support of ground troops is "a new facet of the business for me," says Erickson, "but it's still the airframe business, my first love. Furthermore, the program seemed "like an opportunity to gain experience in how the Air Force operates." Erickson feels that because of his Air Force experience he will be that much better prepared to deal with customers' needs and requirements when he returns to Grumman.

Erickson got a close up look at production of the A-10 during the first couple of weeks of his new assignment, working at Fairchild's Republic plant in Farmingdale, Long Island, where the A-10 is made.

Erickson's assignment is part of a larger Air Force effort to bring production expertise from industry to the supervision and planning of Air Force programs. The Air Force, as well as the other services, is seeking a greater emphasis on producibility — the design of aircraft so that they can be manufactured efficiently and on schedule. This infusion of production talent from industry into Air Force program management is one way of achieving this emphasis. It is paralleled by a like process in which Air Force officers work 10-month stints with aerospace contractors under the Education with Industry program.

Jim Erickson

He has some definite ideas about what makes for success in a new program. "People are always the key to making a program work," he says. "The personality of an area is usually dictated by the people within it. You can walk into a plant early in the morning. All the fixtures are there, all the drawings are there, but it doesn't really come alive until there are people there to make it work.

"I think it particularly important that people take pride in their job. It's something that can't be taught and won't happen overnight. It's the quality of pride."

New posts

Among those who received changes in assignments recently were:

TECHNICAL OPERATIONS — Charles Schmidt, section head, R.F. Equipment Design, Product Engineering; in Product Support, Alfred Schaefer, Field Service site manager, Aviation Supply Office, Philadelphia; Raymond Pfisterer, project manager, Support Program Controls, Minuteman ATC-75 Program; and Salvatore D'Esposito, project leader, F-14 Test Sets, and Harry Beaton, manager, both of Electronic/Electrical Engineering; and all of the following in Supply Operations: Arthur Martin, assistant E-2 project manager, and Joseph Casey, project manager, Advanced Projects; John Heavey, assistant section head, Site Supply Management; Seymour Baldel, assistant section head, Customer Orders & Records; Louis Lionetti, group head, Data Analysis; Thomas Bryant, group head, Technical Analysis; Arthur Icart, section head, Site Supply Management; Harry Kuhlman, assistant A-6 project manager. Also in Product Support, Richard Crowell, assistant to the department head; John D'Errico, manager, Support Factor Program Controls; Robert Craven Jr., assistant Support Program manager, F-14 (Iran).

Others appointed to new positions: STUART OPERATIONS — Charles Olson, manager, F-14; Hank McTurck, assistant foreman of Plant 77 Facilities Department; John Madeiros, supervisory inspector, F-14 Quality Control; Ludwig Blum, foreman, F-14 front section.

They've been honored

Grumman Data Systems Vice President Dick DiFalco accepted on May 9 a Technological Excellence Award for the development of the Automated Telemetry System (ATS) at Calverton by the L.I. chapter of the American Institute of Aeronautics and Astronautics. In accepting the award, DiFalco noted that the ATS helped achieve a 50 percent time- and cost-savings during F-14 development, and praised the Grumman team of telemetry hardware system and computer specialists who developed the ATS by using techniques learned from the Lunar Module space program. The AIAA called ATS a prime example of integration of state-of-the-art technology with modern system management techniques.

At the Aviation and Space Writers annual meeting recently in Dallas, Texas, Grumman Corporation, represented by Dick Dunne of Public Affairs, presented its Public Information Officer Award to Rear Adm. Bill Thompson (Ret.) for "his career-long achievements in fostering the highest standards of aviation-space public information performance." Recipients of the award, a commemorative silver tray, are selected on the basis of their fostering and encouraging the achievement of highest standards in public information from among commissioned officers, enlisted persons, or civilian employees of the military and nation government services.

Tom Dannenhoffer, a senior at West Babylon High School and son of John Dannenhoffer, a Plant 4 engineer, was named the recipient of the 1975 Frank G. Leone Memorial Scholarship. The one-year $400 grant is based on scholastic and extra-curricular achievement. The scholarship is in memory of Frank G. Leone, a Grumman engineer who died in a skydiving accident several years ago.

Blowin' in the wood ... winds

With the annual Grumman Family Picnic set for Saturday, July 19, the Grumman Employees Band is looking to fill in its ranks for the big day of music. According to Tony Toran, who heads the group, the band needs musicians for all instruments for its proposed presentation of concert, dance,and rock music at the annual get-together. If you'd like to get in the act, call Toran on ext. 7241. And hurry!

They're looking to regroup

John Bernardo of Manufacturing Engineering is alerting former Marines who were members of VMB 423, a medium bomber group in World War II, that the outfit will hold its fourth reunion on July 11, 12, and 13 at Niagara Falls. For additional information, please contact Bernardo at 607 Bermuda Road, West Babylon, N.Y. 11704, or 516-669-9155.

'Turned on' by space

Two young ladies who visited Grumman recently took back with them some strong remembrances of their Bethpage tour with Saul Ferdman, director of Customer Requirements-Space Programs. In writing of their impressions, one young lady, Moira Egan, age 8, said: "Thank you for letting us visit you. I like the Space Shuttle ... I never knew it could come back (to earth). Thank you for taking us out to lunch. The hamburger was good." Love, Moira. Alyson Reisman, age 10, wrote: "I liked learning about the LM. It sounds like a portable house. Thanks for treating us to lunch." Sincerely, Alyson.

During their visit with Saul, the girls were given a tour of the Nassau County helicopter pad and Gulfstream operations area at Plant 4, and later discussed space events and "viewed" a Shuttle model, about eight-foot high, in the Plant 25 lobby. During their tour both asked many questions about how the LM and Shuttle work, said Ferdman, and showed a strong interest in space. Both "thank-you" notes received by Ferdman were in braille.

'I'm a believer'

(Continued from page 2)

tremendous increase in technology that requires new investment. Just consider the energy program. To cut down our imports of foreign oil we are going to have to invest in new coal mines, coal gasification plants, oil and natural gas wells, oil shale developments, new pipelines, and new refineries. For energy's needs alone, we will require a trillion dollars of capital investment between now and the year 2000 — and that perhaps is only 25% of what our economy will need for other capital goods.

We need to raise the level of savings in this country and tilt the scales a little bit towards investment while maintaining a high rate of consumption from consumer spending. If we are successful in financing a larger portion of the government debt by increased Savings Bonds purchases, we can add considerably to our investment needs without seriously disturbing spending and our private capital markets. It is a unique way to have a little of your cake and eat it too. The work that is done in the Savings Bond campaign is of vital importance to the economy. That very large number ($63 billion) of Savings Bonds outstanding now is a very basic part of government financing programs, and in the Treasury we consider it to have absolutely first priority. I hope you will evaluate the merits of the program and make a decision to enjoy the benefits of Savings Bonds as you strengthen your nation's economy.

Many picked , few chosen in Spring flower exhibit

Spring sprung late this year but that did not dampen the success of the Garden Forum's first show of the season. The contestants might have had a little more trouble selecting a winning tulip from their limited assortment in their garden, but in all, there were 271 entries in this year's Spring Flower show.

For the past two and one-half years as a Grummanite, Mado Lamounette of Procurement-Space and Development, Plant 25, has entered the Spring and Rose shows. She acquired a modest collection of red, yellow and honorable mention ribbons — but no blue ribbons. At this year's spring show, she not only won her first blue ribbon, but her parrot tulip entry was heralded as the "Queen-of-the-Show."

"Nobody was more surprised than I was," said Mado. "It was my first attempt at growing parrot tulips, and I had no idea what warranted a prize-winning tulip." The morning of the exhibit, "you would have laughed if you saw me carrying my entry into the Plant 5 cafeteria. It was closed and limp — the sickliest looking flower you'd ever seen. And now look at it."

The next Garden Forum show, the Rose Show, is slated for Wednesday, June 11, in the Plant 35 cafeteria from 11:50 a.m. to 1:25 p.m. The show is open to all Grumman employees and retirees.

On the judging list are: Single bloom roses; floribunda; grandiflora or climber roses; seasonal flowers; arrangements; rose collections; and a special class for novices.

There is a complete booklet on the Rose Show at all Employee Service Offices (ESO). If you have any questions, please contact the show directors: Joe Schaefer, Ext. 3375; Chuck Belensky, Ext. 2275; Gus Preiser, Ext. 2866; and Pete Haring, Ext. 1152.

Other Spring Show winners are:

Single tulip — Mal Ketcham (1), Bill Hill (2). *Narcisus including daffodils* — Mal Ketcham (both ribbons). *Single seasonal bloom* — Karl Hagen (1), Frank Sadowski (2). *Tulip collection* (5 to 10) — Jim Dombrowski (1), Mike Smith (2). *Narcisus Assortment* — Kay Zuk (1), Mal Ketcham (2). *Seasonal Collection* — Jane Gerrity (1), Jim Dombrowski (2). *Arrangements* — Dot Kappenberg (1), George Rath (2). *Novice (single tulip)* — Edith Cuti (1), Evelyn Malloy (2).

'Queen-of-the-show'. Winners of the Garden Forum's Spring show are on hand to congratulate Mado Lamounette (2nd L) on her prize winning parrot tulip entry. Vice President Ross Mickey (R) presented the awards to all of the show's winners. (Photo by Marie Trimborn)

Skurla 'man-of-the-year'

(Continued from page 2)

two-place flying boat. Grumman didn't win that one, he said, but 10 years later the company tried again, this time with an XP-50, but lost out in the competition to Lockheed's P-38.

Finally, in the early Fifties, the Air Force started buying the Grumman HU-16 twin-engine Albatross amphibian ... and the company delivered some 300 of the planes, mostly to the air-sea rescue service. Skurla also pointed to the delivery of more than 500 backends and stabilizers for the F-111 as further evidence of a Grumman-Air Force working relationship; but the most significant step in Grumman's long effort to become a recognized, full-fledged contractor for the Air Force was the winning of the EF-111A tactical jamming weapon system development program. And, the Grumman President added, the program could lead to approximately a half-billion dollars worth of new business coming to Long Island in the late Seventies.

Stating that it was appropriate that the EF-111A system was to be developed on Long Island "where our aerospace technical capability is second to none," he pointed out that over the past 50 years, "This same technical cutting edge has been the keystone of our economic growth on Long Island. The growth and prosperity go hand-in-hand with that of its aerospace-related industries, more so than with any other industry. This is truer today than ever before."

In 1974, Skurla noted, Grumman paid out more than $350 million to employees living on Long Island, about $115 million more to associate subcontractors on Long Island, another $7½ million went to Grumman pensioners living here, and $6 million was paid in property taxes on the Island. "Add to that the many millions more paid out by other companies in our industry here and the total becomes pretty impressive."

While commenting that aerospace firms on Long Island today have some good programs in house, he asked: "Will the Long Island economy *continue* to prosper from a healthy aerospace business climate?"

'Viciously competitive'

Continuing on that theme, the Grumman Aerospace President stated: "Aerospace is a viciously competitive business, and the pressures are mounting. Because of the horrendous budget squeeze in Washington, there are fewer hardware programs being started ... and it will probably get worse, not better. Texas, St. Louis, and California are all fighting to get their share, and they've got the political clout to back them up.

"If the Hap Arnold Chapter's goal of 'Keeping Long Island ahead in aerospace' is to be fulfilled, we are going to have to capitalize on all of our strengths, build on our performance and capability, pursue new business opportunities *together* whenever possible, and support our Long Island contractors *whenever* and *wherever* we can."

But even more is needed, Skurla indicated. "We need the same political clout as our competitors because it's vital in Washington. We must stand together and work together with our Long Island and New York State congressional delegation and provide them with all the support we can give them because we need *their* support in carrying our message to Washington and representing us vigorously in Congress.

Skurla concluded his talk by saying: "Those of us in industry, in government, and in local communities must work together to bring new work and new jobs to this area. If we fail to do this, the consequences for our Long Island economy could be severe. "We can't wait for tomorrow ... what we do today is what we will be tomorrow."

service milestones

35

Michael Haluska, Jr., Controls (2)
Leo Siemion, Prod. Rel. & Analy. (2)
John J. Logan, Prod. Rel. & Analy. (2)
Lester G. Backer, Mech. Struct. & Proto. (5)
August Walsky, Instr./Mgmt. & Stf. (5)
Walter J. Foster, Instr. Proj. (5)
Robert H. Bailey, P/S Supply Ops. Mgmt. (30)
Philip H. Musa, Mech. Des. Stf. (35)
Basil A. Papa, Tech. Dir. (35)
John L. Rowe, Field Base Admin. (80)

30

Raymond C. Lapp, GSE Mech. (2)
Charles N. Breden, Stress Rel. & Hot Form (2)
Dominick Martino, Meth. Engg. (2)
Daniel L. Mott, Fluid & Mech. Tool & Equip. (2)
Martin F. Schlueter, Press (3)
Clifton B. Bain, Spot Weld (3)
Vernon E. Toland, Spot Weld (3)
William J. Shelton, Final Assy. Struct. (4)
Ferdinand F. Kokoska, Conv. Mach. (5)
Sigmund P. Horoszewski, Trans.-Equip. Maint. (20)
Joseph Spark, Fuselage Joining (27)
Erdos V. Case, Drafting (30)
Chester E. Everoski, Sub-Assy. (36)
Benjamin W. Blossom, Center Sect. Final (36)
Kirkwood J. Smith, Jr., Proj. Mgmt. (77)

25

Stefano Malesky, Press (2)
Richard A. Nowak, Prototype (2)
George S. Viteritti, Struct. Des. (4)
Joseph A. Calandra, Plant Store (5)
Joseph F. Colli, Prod. Control (7)
Paul Asmussen, Plastic/Plaster Tooling (11)
Leo J. Battista, P/S Supply Ops. Proj. Mgmt. (15)
Harold V. Proskey, Jr., Proj. Admin. (15)
Frank Walker, Parts Paint (27)
Alexander Waite, Reqts. Planning (27)
Arthur W. Gilmore, Training & Dev. (39)
Frank A. Brady, Invent. Mgmt. (44)

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Also included in the 25-year anniversary photos this month is J.W. Potter Jr. of Support Equipment Production, Plant 5, who was not available for a photo in April.

L.J. Battista

H.V. Proskey Jr.

F. Walker

A. Waite

A.W. Gilmore

F.A. Brady

J.W. Potter Jr.

S. Malesky

R.A. Nowak

G.S. Viteritti

J.A. Calandra

J.F. Colli

P. Asmussen

20

Earl H. Schroeder, Prod. Ctl.-Parts Ctl. (1)
John D. Halajian, Struct. Analy. (1)
Robert E. Lee, Sys. Integ. & Inter. Con. (1)
Leonard F. Enlund, GSE Mech. (2)
Nathan A. Anello, Invent. Cntl. (2)
Albert O. Johnson, Ind. Engg.-Layout & Equip. (2)
William Brinkerhoff, Mach. Shop (2)
Andrew H. Vinson, Maint.-Rearrangement (2)
Nemours P. Holec, Facl. Maint. (2)
Walter M. Beauchamp, Honeycomb Prefit (3)
Webster N. Baker, Jr., Mach. Oper.-Tech. Serv. (3)
Frederick Ford, Dispatching (3)
James A. Blake, Support Equip. Prod. (5)
George DiNatale, Support Equip. Prod. (5)
James M. Wagner, Presentation Serv. (5)
John W. Genega, Electro-Mech. Des. Proced. (5)
William C. Schultze, Instr. Test (6)
John A. Eder, Industrial Engg. (6)
Ferdinand J. Rudolph, Flt. Safety & Support (7)
Rodney G. Smith, Flt. Safety & Support (7)
Charles J. Weizenecker, Chem. Engg. & Process Stand. (12)
Frederick C. Dochtermann, P/S Supply Data (15)
Francis E. Campbell, Personnel Admin. (28)
August C. Mader, Pt./Proj. Engg.-Mech. Engg. (30)
Henry C. Courten, P/S Mech. Engg./Des. (35)
George R. Schriro, Dynam. Struct. Meth. (35)
Joseph C. Kiely, Assy. Tool & Hand Equip. (36)

15

Arthur Matson, Proj. Plan. (1)
Marlyn J. Middleton, Mfg. Engg. (2)
Kevin J. Perry, Mach. Oper.-Tech. Serv. (3)
Arthur J. Marchese, Prod. Mfg. Budgets (3)
Benjamin J. Stafford, Jr., Final Assy. Struct. (4)
Donald J. Walsh, Elect. Liaison Engg. (4)
Wilbur A. Gerken, Conv. Mach. (5)
George Poletti, Radar (5)
Anthony L. Caserta, Prop. & Spec. Progs. (5)
Alice M. Kumer, Oper. Qual. Stf. (5)
Joseph Campo, P/S Verif. & Prod. Support (6)
Michael H. Howard, Facl. Maint. (6)
Eugene J. Manalili, Mfg. Insp. (6)
Austin J. Curtin, Meas. Stan. Lab. (12)
John J. Zale, Elect. Test (14)
Robert P. Bisey, Lab. Mgmt. & Tech. (14)
Johannes K. Birkholz, Meas. Stan. Lab. (14)
Elbert E. Kirkpatrick, P/S Digital Engg. (15)
Adolph Carril, Jr., P/S Prov. Reqts. (15)
Frederick D. Drucker, Computer Interface (15)
Guido Onofrietti, Specs. (15)
Alice J. Semcken, Prog. Mgmt. A-6 (25)
John M. Augustine, Research (26)
John C. Burckley, Seller Des. Equip. (30)
Paul F. Wilson, Jr., Prog. Estim./Pricing (30)
Vincent J. Slama, Tech. Writing (34)
Lester W. Hoffman, Drafting (35)
Walter F. Vogelsberg, Section Admin. (35)
Charles J. Finlay, P/S Instruc. (39)
Ludwig Tienken, P/S Mech. Engg/Des. (43)
Alfred Rodman, Inv./Mgmt./Mfg. (44)
Joseph A. Becchina, Flight Test (88)
Arnold A. Eggebrecht, Production (88)
Edward G. Denzler, Grumman Houston

obituaries

CURT J. ROSMAIER of Engineering, Plant 88, died April 25 at the age of 56. He had been with the company since 1961 and lived at 4258 Avendida Prado, Thousand Oaks, California.

HENRY F. NEILSON of Methods Eng., Plant 1, died May 6 at the age of 61. He had been with the company since 1965 and lived at 16 Stratford Avenue, Greenlawn.

AUGUST F. BUCKMANN of Parts Paint, Plant 2, died May 15 at the age of 57. He had been with the company since 1955 and lived at 45 Dahlia Lane, Deer Park.

ALEXANDER BOGEN, JR. of Aerophysics, Plant 35, died May 16 at the age of 34. He had been with Grumman since 1966 and lived at 6 Winoka Drive, Huntington Station.

RAYMOND PETER LARSEN of Systems Sciences, Plant 35, died May 16 at the age of 39. He had been with the company since 1965 and lived at 1 May Hill Lane, Dix Hills, Huntington.

Gardening reminder

Spring and summer gardening may mean an increased usage of insecticides, pesticides and weed killers. People with young children are reminded to store and lock up all toxic substances.

A number of general household products are already sold in safety packages, such as drain cleaner, turpentine, lighter fluid, oil of wintergreen, windshield washer solution, and furniture polish.

Power mowers ... friend or foe?

Power lawn mowers can be great time savers ... but when you're using one, better be careful. About 50,000 people receive hospital emergency room treatment yearly for injuries associated with power lawn mowers. Every year some operators of power mowers receive severe cuts and amputations when they try to clear the discharge chute of grass clippings and other debris, or try to adjust the machine while it is still operating. *A power mower should be turned off and the spark plug disconnected before beginning any maintenance work.*

Not all victims hurt in power mower accidents are operators. Bystanders can also be injured by rocks, twigs and other objects on the ground that are propelled by the mower with a great deal of force. Raking an area before cutting the grass may prevent that type of accident.

Wearing sturdy shoes, rather than sandals or sneakers, will give better protection to the feet when cutting grass with a power lawn mower.

Top paddles. Winners of GAA table tennis tourneys, recently presented with championship trophies are: (L to R) 1st row – Rick Kemper, John Ford, John Lee, tourney director Frank Malone; 2nd row – Dan Smith, Ernie Jenkins, Herb Mahoney of GAA, Fred Danner, Mark Fortune, Charles Ballweg and Clint Watson. (Photo by Bob Settles)

Tourney lures fastest paddles

The annual GAA table tennis tourney always draws the fastest paddles in the Bethpage area. This year was no different. Such masters of the table tennis circuit as Mark Fortune, Clint Watson, and John Lee were there. A total of 42 players entered the tourney and battled it out in their respective plants to determine who was the top and the second-best paddler. The 17 plant winners then became eligible for the "A" division contest for the Bethpage crown, and the 17 plant runners-up for the "B" division tourney.

In the "A" singles, Clint Watson breezed through the regular tourney play by knocking off opponents, Joe DeSanto, Chris Rizzuto, Hy Dreksler, and Mark Fortune. Meanwhile in the loser's bracket, John Lee was building his own little dynasty by bumping off Chet Yee, Hy Dreskler, Chris Rizzuto, and Mark Fortune.

In the best-of-five playoffs, Watson took the first game, 21-14. Then Lee came out swinging with back-to-back victories, 21-16, 21-13. But Watson kept his cool and swept the final two games and the crown, and the honor of being "A" division champ, 21-14 and 21-16.

In "B" division play, Dan Smith was an exact reflection of Clint Watson's rise to the title. He breezed through regular play be defeating Al Beyerlein, Al Weston, Ike Washington, and Ernie Jenkins. The Jenkins-Smith battle was the closest, with Smith dropping the first match 17-21 and capturing the next two matches, 21-19 and 22-20.

Jenkins fell into the losers' bracket but recovered nicely with a 22-24, 21-13, 21-18 series over Al Weston. Jenkins then moved into the finals against the man who sent him down, but once again Smith proved too much for him. Smith killed Jenkin's "B" division championship hopes, 21-17, 13-21, 21-13.

In the "A" division doubles tourney, Lee teamed up with Mark Fortune to have sweet revenge over Watson and his partner Ron Visconti. They met in the semi-finals and the Lee-Fortune duo annihilated the singles champ and his teammate, 21-7, 21-15. The undefeated paddlers then took on Fred Danner and Rick Kemper who rose out of the loser's bracket, but they were quickly bumped out of competition permanently, 21-16, 21-19. And John Lee and Mark Fortune became the '75 table tennis "A" division doubles champs.

'Hams' participating in emergency drill

Grumman Amateur Radio Club (GARC) operators will once again be participating in the American Radio Relay league's Field Day excercise. The Field Day is an annual event that tests the efficiency of "ham" radio stations functioning under emergency conditions throughout the United States and Canada.

During the 24-hour period, which begins Saturday, June 28, at 3 p.m., Grumman hams will belabor the airwaves from an improvised radio station, WA2LQO/2 at McKay field, near Plant 3. Their objective will be to make as many completed two-way radio contacts as possible during the around-the-clock 24-hour test.

This is the 16th year that GARC has participated in the event, and this year John "Skip" Courtney (K2UAT), GARC president, will head the effort. All licensed hams and "would be" hams at Grumman are invited to participate. Participants are asked to meet at 10 a.m. at McKay Field to help rig the station, which will be powered by emergency power sources. For more information, contact Courtney, Ext. 2536, or Emmett Goodman, Ext. 87125.

Pinehurst set for June 18

The Grumman Athletic Association has just announced the first Mixed Pinehurst tournament for 1975 is slated for Wednesday, June 18, at Bethpage State Park. The two other mixed tourneys are set for Wednesday's July 16 and August 20. The greens fee, $5.50 apiece, will include kickers prizes. Tee-off time is scheduled from 4:30 to 5:30 p.m.

In Pinehurst play, both team members tee off, play each other's drive on the second shot, and then select the better positioned ball for the third shot. From that point on, they play alternate shots until they hole out a putt.

Winners in the Pinehurst will be determined by low net—actual score less handicap. Kickers prizes will be available for drawing for teams that finish between 30-39 after subtracting handicaps from actual scores for the nine holes.

Mike Cherry, who is managing the tourney, suggests signing up as teams at GAA, Plant 30; if there should be individuals who can't find a teammate, call Mike on Ext. 2133 or 2269 and he will try to arrange for a partner.

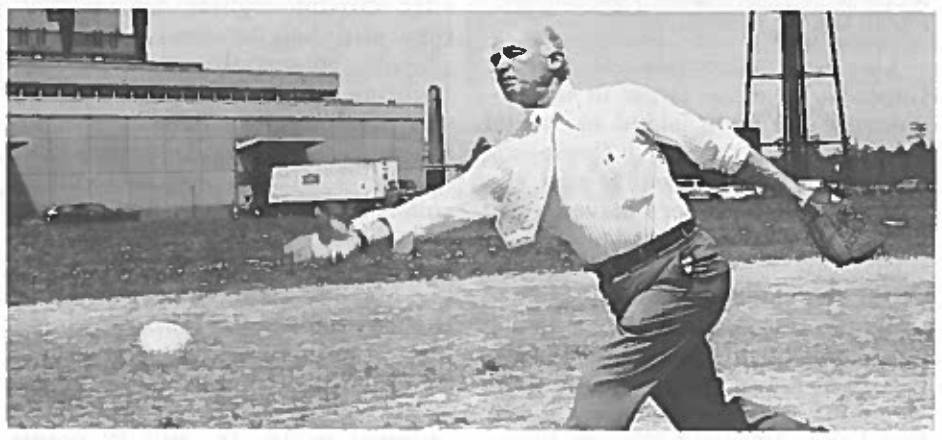
Deadline entry date for the June Mixed Pinehurst is Friday, June 14.

Varsity keglers fall short in 17th tourney title bid

The Grumman women's bowling varsity entered the 32nd annual L.I. Industrial Bowling Tournament with aspirations of bringing home the 17th title for Grumman. But Nassau County snatched the pin lead early in the 16-team tourney and the Grumman women had to settle for second best.

In the first four-game series, Grumman was only 43 pins behind. Chin Thompson led the attack with a 717 series. After the next round, the varsity still resided in second place. Thompson again led in scoring with 703. In the final round, the Grumman keglers had to pick up at least 259 pins to catch up to the high scoring Nassau County squad. Joanne Loeffler put forth a good effort with a 207 game, but the most the foursome could gain on their opponents in the final series was an additional 20 pins.

This marks the second consecutive year that the Grumman squad finished second behind tourney champs Nassau County. Starting members of the varsity squad are: Peggy Sheridan, Loeffler, Thompson, and Arlene Schwemmer. Other members are: Penny Baldassare, Pat Ogilvie, Bertha Siegl, Gladys Smith, Anita Taylor, and Ronnie Wenchell.



Play ball!

Though a late spring cut back many softball training sessions, when the lunchtime softball league commissioners officially opened the '75 season everybody was ready to play ball.

At Plant 6, commissioner Ernie Maggi had a little assistance on opening day from Frank Messina (above) who heads Calverton Operations, and Frank Leone (R), manager of Plant 6.

There are 38 teams participating this year in the seven GAA-sanctioned lunchtime softball leagues.

Court kings. The Grumman basketball varsity team champs of the L. I. Industrial league, includes: (L to R) 1st row – Frank Quarto, coach Mel Knopf, Jim Heine, Rich Washington; 2nd row – Tom Minnigan, Lee Gendron, Eddie Krol, Gary Flynn; 3rd row – Tony Razziano, Fornd Farmer, Larry Tarvin, Nat Kelly, and Walt Gleich. Also on the team are Jim McKinstry, John Ebron, Jim Cruthers, and Ron Bartlett. (Photo by Jim Wagner)

Hellcats claim cage crown

The Hellcats could taste success but they never got a full mouthful—until this season. In 1973, the Grumman varsity basketball team shared the L. I. Industrial league title with the Nassau County Police.

Gophers aim for top notch

The Grumman rifle team, the Gophers, have one target in sight — not only the Long Island Industrial league title, but to finish the season with an unblemished record. At present, the Gophers haven't yet missed their team target.

In their most recent win, the Grumman varsity stopped IBM dead in its track, 754-700. Those riflemen who contributed to the seventh victory in as many matches were: Hank Womble, 197; Bob Mansbart, 188; Bob Lang, 186; and Warren Block, 183.

The following year, the Hellcats lost to the police in the playoff finals. But this season, the Grumman cagers wiped the rest of the seven team opposition off the courts and they alone are the 1975 L.I. Industrial league champions.

Though the hoopsters won the title during regular season play, they still had to enter the league playoffs against the ever-tough L.I. Lighting Co. team which features 6' 11" Earl Brown. (On an average night, he scores 40.) But the Hellcats were ready for the tall LILCO squad and won the court contest, 88-84.

Jim Heine and Jim McKinstry kept the big opponent as far away from the boards as possible. McKinstry also supplied the offensive punch by sinking 22 points. Larry Tarvin, Rich Washington, and Eddie Krol chipped in 18, 18, and 12 points, respectively.

Pistol squad finishes season with undefeated range mark

The Grumman International Center Fire (ICF) team has a lot to boast about. They recently completed 16 L.I. Industrial pistol matches, and not only captured the international division crown, but did it without a loss.

The pistoliers completed their undefeated season by sweeping two victories from Timberwolves R&P club. In the first meeting Jim Dinan (281) and Phil Boehm (271) led the scoring attack in the 1,097-914 contest. In the final shootout of the season, Ron Trenkner was top shooter with 282 as the Grumman squad shot down its 16th opponent in-a-row, 1,104-982.

Members of the championship team are: Dinan, Boehm, Eddie Kovacs, Myron Goldfeder, and Trenkner.

Long list of honors

Those Grumman pistoliers who fired high team average this past season were recently cited by the L.I. Industrial league. They are: Marcello Longa, 247; Gordon Woodruff, 253; Al Berka, 278; Tom Cassino, 243; Ron Trenkner, 272; and Jim Dinan, 281.

In the Industrial league, the following Grummanites were heralded for club awards in conventional pistol (by class): 1st master—Dinan; 1st expert—Berka; Sharpshooter—John Crawford (1st), Eddie Kovacs (2nd); Marksman—Myron Goldfeder (1st), Gregory Criscione (2nd), Gordon Woodruff (3rd); 1st unclassified—John Tashie.

Hole-in-one

Bill Bartoszak of the Plant 4—Grumman Service Center golf league surprised playing partners Joe Gogarty and George Stephens and himself recently. Using a five iron on the 180-yard sixth hole of the Bethpage Green course, Bill took only one stroke and put the ball in the cup. It's the first hole-in-one for Bill—and the first one in the Grumman golf leagues this season.

Mets vs. Pirates tix

Discount tickets—$3.50 a seat—are now available at the GAA office in Plant 30 for the June 20 Mets game against the Pittsburgh Pirates.

Growing season...

Woodbury volleyball enthusiasts kicked off another season on the courts Monday, April 14. "Commissioner" Bill Costanzo announced that the five-team league has expanded to eight teams, which hikes the league population to 90 people participating in the lunchtime activity.

In order to be eligible to enter the league, each team must field a squad with at least one female on the court at all times.

Gun Club offering new target class

The Grumman Rod and Gun Club is expanding its activities. In addition to pistol, rifle, and shotgun competition, hunting and fishing trips, and news from the legislative front, the club is now offering precision air-gun shooting.

According to Ron Trenkner, club president, air-gun shooting does not require a license and is less expensive than .22 caliber competition. In addition, practicing can be safely done in your own home without violating any laws, says Trenkner. The club will be sponsoring league and postal pistol/rifle competitions. National Rifle Association (NRA) qualification brassards and certificates can be earned in practice and scheduled matches.

For more information, call Jim Marron, Ext. 86117. If you are interested in any other club activities, call Ron Trenkner, Ext. 2064

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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